

## Banning Brice

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**From:** Robert Paisley [REDACTED]  
**Sent:** Wednesday, November 29, 2017 12:46 PM  
**To:** Banning Brice  
**Subject:** Re: ANC17LA008 Narrative Draft Review

[REDACTED]

[REDACTED]

On Wed, Nov 29, 2017 at 1:38 PM, Robert Paisley [REDACTED] wrote:  
Hi Brice,  
Yes, please include the reply where applicable.

Thanks,  
Robert

On Wed, Nov 29, 2017 at 1:29 PM, Banning Brice [REDACTED] wrote:

Robert,

I appreciate you comments to the draft narrative for ANC17LA008.

Would you allow me to include your reply in the public docket in support of the accident? Any personal identifiable information (email addresses, etc.) will be redacted.

Thank you,

Brice

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*Brice Banning*

*Senior Aviation Accident Investigator*

*National Transportation Safety Board*

222 West 7<sup>th</sup> Ave. Room 216, Box 11

Anchorage, AK 99513

[REDACTED] office

[REDACTED] cellular

[REDACTED] fax

[REDACTED]

**From:** Robert Paisley [REDACTED]  
**Sent:** Wednesday, November 29, 2017 10:15 AM  
**To:** Banning Brice [REDACTED]  
**Subject:** Re: ANC17LA008 Narrative Draft Review

DATE: 11/29/17

TO: Bryce Banning/NTSB

FROM: Robert Paisley/EFII

RE: ANC17LA008

Hi Bryce,

I have reviewed the narrative of your investigation.

Only one comment regarding the use of a 5A circuit breaker on the injector power feed.

Though there was a conversation between Aerotronics and EFII regarding this practice.

This was a deviation from our standard installation which is to use a 10A breaker feeding coils and injectors, as the marking on our wire harness and the wording of our installation manual clearly specifies.

Though a casual conversation through email discussed using a 5A breaker, this modification to the standard installation was not engineered or tested by EFII.

EFII does not have control over modifications made by others to our standard recommendations.

We may comment on customer supplied modifications, but this does not imply that this is an engineered, tested, or recommended change to our standard installation.

A thorough completion of this customer modification would have included a verification of actual electrical loads on the affected circuit using physical test equipment.

When making a change to a recommended electrical circuit, standard practices as recommended in AC 43.13-1B would apply:

Chapter 11, Section 11-36, Electrical Load Determination

"New or additional electrical devices should not be installed in an aircraft, nor the capacity changed of any power source, until the status of the electrical system in the aircraft has been determined accurately and found not to adversely affect the integrity of the electrical system."

In this case, since a change was made to our standard recommended installation, a thorough analysis of the change would have included taking a measurement of the actual electrical load of the affected circuits and the choosing of an appropriately sized circuit breaker based upon measurements taken. Since this installation was non-standard, the measurement of electrical loads on the modified circuit as implemented by the customer is a task that could have been performed on the aircraft during systems installation. Whether these measurements were performed or not to test the circuit modification is beyond the knowledge or control of EFII.

Let me know if you have any questions or comments.

Sincerely,

Robert Paisley / EFII

On Wed, Nov 29, 2017 at 9:37 AM, Banning Brice [REDACTED] wrote:

Hi Robert,

I gathered some additional information on the guidance that was used by the installer when the decision was made to use a 5 amp C/B for the fuel injector circuit. The report has been updated to include the additional information and I wanted to give you another opportunity to review.

As a party representative to the Safety Board's incident investigation of ANC17LA008, involving an Airborne Extreme LLC SQ12 airplane on November 25, 2016, near Palmer, Alaska, you have the opportunity to review the attached narrative portion of the factual report for completeness and technical accuracy, before being released to the public. If you have any factual changes to the report, please respond to this office within two weeks after receipt of this letter. Please note that this is a draft copy of the narrative, not the final report, and as such, is a confidential document, which is to be reviewed by you only.

Additionally, parties to the investigation may submit to the NTSB their written interpretation of the findings and conclusions to be drawn from the factual evidence described in the Factual Report. Such a submission is the only way parties can officially inform the NTSB of their beliefs and opinions concerning the cause of the accident. The decision to submit something is voluntary, and there is no set format for submissions. Some parties simply write a letter expressing their views; others follow the ICAO report format. If a party chooses to provide a submission, the NTSB shall also provide copies to the other parties to the investigation. All submissions will become part of the public record of the investigation. If you wish to make a submission, please provide it to this office by mail, fax, or e-mail no later than December 13, 2017.

Your input is very important to the Safety Board in producing a quality product. If you have any questions, please don't hesitate to call. My direct number is [REDACTED]. You may fax your responses to [REDACTED].

Respectfully,

Brice

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*Brice Banning*

*Senior Aviation Accident Investigator*

*National Transportation Safety Board*

*[222 West 7<sup>th</sup> Ave.](#) Room 216, Box 11*

*Anchorage, AK 99513*

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